drunkenness, it is said, ensued; while many 'sloped,' leaving long scores due to tradesmen who had trusted them while short of funds. ——The competition between the Caledonian and the Edinburgh and Glasgow is said to be now at an end,—as of course are the cheap trains, too, on either line.——The directors of the latter company have determined to build a hall at Cowlairs, for the purpose of establishing a reading room and library for the use of the workmen in their employment. ——The works on the Aberdeen line are again in an active state. From Montrose, the great northern terminus at present, the railway route is all half finished. There is a great deal of cutting, and a number of viaducts. An opening throughout in less than a year is looked for. ——The Leeds and Dewsbury portion of the Leeds and Manchester direct line was lately opened. It stretches from the valley of the Aire to that of the Calder, a length of 10¼ miles. The principal works are the following:—A viaduct at Leeds, consisting of straight girder bridges over Lower Queen-street, fifty-three stone and other arches, all of about 30 feet span, one arch over the Aire of 105 feet span; one over the Liverpool Canal 70 feet span, and a girder-bridge over the Leeds and Bradford line, with two openings; in all, 70 feet span. The masonry of these works was contracted for by Mr. George Thomson, and the iron-work by Mr. Robert Crosland, of Bradford: a skew bridge over the Leeds and Birstal road, 35 feet span on the square and 62 on the skew—angle 34½ degrees, contracted for by Messrs. J. and R. Crawshaw, as also for a skew bridge—angle 40 degrees—at Beeston: this division, superintended by Mr. John Henderson, C.E., closes with a viaduct of 6 arches, of 40 feet span, over the Churchwell-road. The Morley tunnel is the heaviest work in the middle district of the line: tunnellers, Messrs. Shaw, Nowell, and Hattersley —engineer, Mr. Renton: it is 3,370 yards long; 24 wide, and 23 high, and lined with masonry. The whole was completed in twenty-one months. Deep cuttings and high embankments run the line into the Dewsbury division contract, by Messrs. Crawshaw: the Union Mill viaduct consists of 18 arches, of 30 feet span, succeeded by a heavy stone cutting at Hanging Heaton, the road being crossed by a straight girder-bridge. The Dewsbury viaduct is of 10 arches, of 45 feet span, with one 80 feet span: The Calder is crossed by an iron arched bridge of two openings, each 100 feet span, and the canal by a like bridge of one opening. Through the town are six to eight girder-bridges: engineer of this division, Mr. J. L. Carstairs, chief engineer of the whole Mr. Grainger. The deepest cutting on the line is 70 feet, the highest embankment 60 feet.——The Great Northern is in active progress south of Peterborough, where 500 men are endeavouring to make a solid embankment over the fluid soil of Holm Fen, "which," says a contemporary, "would a few years since scarcely bear a duck to walk upon it." It is to be hoped they know what they are about.——The late accident at Shrivenham, it is estimated, will cost the Great Western not less than 30,000*l.* in compensations and expenses,—a sum which would have supplied breaks and guards not only to every carriage in the train which ran into the truck on that shocking occasion, but to many other carriages, over and above providing one policeman for the cross road which divided so much attention with other duties, and another for the duties which were unfortunately neglected. It was even more, however, from the want of stringent rules and regulations to prevent porters from taking things for granted without troubling themselves to inquire or ascertain, than from the want of any other preventive, that the Shrivenham fatality occurred. Of course we do not mean to justify the gross negligence either of porter or policeman in saying so; but these were thus not the only offenders, although Herapath deprecates even the pocket punishment of the directors and shareholders, all of whom he holds 'completely innocent of the affair.'——The Windsor, Staines, and South-Western continuation line from Richmond to Datchet, and the additional line from the junction at Falconbridge to the Coke Ovens, at Nine Elms, solely for the Richmond traffic, have been inspected by Captain Wynne, along with the contractor, Mr. Brassey, and other gentlemen. Fifteen trains will henceforth leave London, and twelve leave Datchet for London, daily, with an increase of four trains down, but a decrease of one up, on Sundays.——A meeting of railway directors is to be held in London in the course of a few days, for the purpose of taking into consideration the best measure to be adopted in consequence of the great increase in the parochial rates charged on railways.——A contemporary describes the model of a new form of iron girder bridge, to be exhibited at the Polytechnic Institution, which "appears to possess much greater bearing powers than any on the old system. The arches, instead of being cast in their usual shape—each end resting on its corresponding pier—are cast in two half-arches, in one length, the solid centre resting on the pier, and thus causing a perfect balance. On the ends of these half-arches are cast a series of teeth, similar to those of pinion-wheels; and the two ends being locked together, tooth in tooth, are then covered by an iron plate on each side, and bolted and screwed up tight, forming a very powerful joint in the centre of the arch, while due allowance is made for expansion and contraction. By this arrangement, the patentee [Mr. Saddler] states, there can be no deflection over the centre of any one arch without its being met and counteracted by the whole, forming a series of levers, and the greatest possible strength is obtained with the employment of a minimum weight of iron." A similar arrangement was suggested in The Builder by Mr. Dredge some time ago.

NOTES IN THE PROVINCES.

A correspondent of the *Leicester Journal* complains of the filthy state of the town and the culpable neglect of the scavengers who make a complete job of the cleansing process. He gives the farmers of the vicinity a hint to supersede them altogether, which might be of no little use in other vicinities than that of Leicester. No quarter should be given to fellows who foster, on any pretence, the seeds of plague and death in the midst of multitudes, and especially at the present critical time, when all and sundry ought to bestir themselves in the promotion not only of outward but of inward cleansing and drainage: for nature, they may depend on it, has displayed at least as much wisdom in the structural organism or architecture of the human body and its ample and designed provision for the removal of decayed and putrifying material and refuse, as ever did municipal authorities in laying out the most elaborate and scientific system of sewers and drains for the excretion of the miscellaneous refuse of the body corporate in towns and cities.——The tender of Mr. Mills at 3,100*l.* for the alterations in the Sudbury union-house has been accepted.——Another boiler explosion at Preston, with seven more people killed! Is the measure of this crying iniquity not yet full? What with boiler explosions and chartist explosions, poor Preston appears to be kept 'in hot water' to much more than its own 'heart's content.' Were it possible for some hon. member of the community to move for a return of the number of killed and wounded by boiler explosions within the last ten or twenty years, we mistake much if Government would not then have staring them in the face a list of reasons and inducements for their determined suppression, far excelling all those actual fatalities that have ever occurred in the annals either of Chartism or of Radicalism at large: the "Manchester massacre," or "Peterloo," by comparison, would sink into utter insignificance.*——The town of Barnsley has just been considerably improved by the entire removal of a pile of most unsightly old buildings, called the Peasehill Nook, which have long been a great nuisance to the inhabitants, by obstructing the public thoroughfare. This improvement, says the *Leeds Intelligencer*, will make a fine opening from the market-place into Peel-street and Pitt-street, and has been completed at a cost of about 1,650*l.*——An interesting discovery has been made of three caverns in a hill called Kepshead, on the north-east side of Ulverston Sands, where workmen are employed in getting rocks for the construction of the weir. One of these caverns is a chamber some 25 feet in length, and 16 in height. The second is described as a beautiful Gothic temple, 50 feet long, the roof and walls composed of stalactites and petrefactions of every shape and figure, "here and there sparkling like diamonds, and glittering like rubies, and every part most chaste and beautiful." The entrance to these caverns in the fore part of the rock is 12 to 14 feet high.——There are now exhibiting at Mr. Pearce's, statuary, Truro, two truncated columns of serpentine, and a pedestal of steatite, with porphyry and red jasper base, executed to the order of H. R. H. Prince Albert, for Osborne House. They are remarkable, it is said, for their richness of colour.——The Sunderland body-corporate seems to be now outgrowing its shell. "Unless building shall progress more rapidly," says the local *Herald*, "numbers of the continually increasing population of the town will shortly have to dig themselves holes in the ground, or live exposed under the blue canopy:"—a very different state of things, surely, from that which gave rise to the necessity of turning the Sunderland, Shields, and Newcastle females into bricklayers "in the wartime"—a custom which the return of the lords of creation "from the wars" has only now extinguished, by the lamented loss of "Mrs. Elizabeth Johnson," the last of the bricklayeresses, recently defunct, after forty years' hard labour in her arduous vocation.——The town council of Beverley has appointed a committee to consider the best means for establishing public baths in that cleanly and picturesque little capital of the East Riding.——A second national school room and master's dwelling have been erected at Beverley by voluntary subscription, aided by 300*l.* from the Privy Council: it will hold 300 children.——A strike has occurred amongst the nailers at Rowley Regis, and the but too usual tyrannical compulsion has been there exercised towards those unwilling to strike with these indignant denouncers of the tyranny of masters.——The Birmingham ratepayers in town-meeting assembled, have confirmed the resolution to build a workhouse at Birmingham Heath; a confirmation itself confirmed by poll.——The Romseyites have just discovered their want of a corn exchange.——At Morpeth, too, a new one is in progress, and will be completed in a few weeks.——Mr. T. Oliver, jun., architect, Sunderland, is the successful competitor for the Temperance Hall there. In style it is Venetian-Italian, and will be built of stone. Accommodation is provided for upwards of 1,500 persons.——Large blocks of stone, from 1 to 7 tons in weight, are being daily carried through Brechin for shipment at Arbroath, on their way to Prussia, to aid in the completion of the Cologne Cathedral.——Prince Albert has consented to lay the foundation stone of the new docks at Grimsby, in October next.——"We have been shewn," says a Liverpool paper, "a perspective view of a building about to be erected, either in Liverpool or Birkenhead, for the purpose of exhibitions similar to those of the Colosseum, Regent's-park, London, and in connection therewith. The Liverpool building will be exactly the same size as that in London; and is to be executed, in conjunction with a London artist, by our townsman, Mr. Charles Reid, architect."——It is stated that the Liverpool Water Committee, after investigating the numerous estimates given in for cast-iron pipes required by the corporation, have accepted that of Messrs. Thomas Allan and Co., Spring-bank Iron-works, Glasgow.

* Since the above was in type, we perceive that Sir George Grey has been taking cognizance of this case, by drawing the attention of the law advisers of the Crown to it, and the result is the indictment of the manager of the mill, in which the explosion took place, for manslaughter.

Church Restoration: Preston.—Sir: In passing through Preston the other day, according to custom, I looked into the parish church, and was happy to see that the plaster ceiling was being taken down, and the roof thrown open to view. I send you a note of this, as I have not seen it noticed in your valuable paper, and as I feel convinced that the more these improvements and restorations are laid before the public, the more are churches likely to be restored.—F. Walker, Curate, Farnwall, Warrington.

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